

Civil Aviation News

with Vikings three times a week. Aircraft will leave Northolt at 09.21, arriving at Gardemoen, Oslo, at 13.21. The home-ward service will leave at 14.30 and arrive at Northolt at 18.46.

Between April and December, 1947, B.O.A.C.'s Atlantic Division carried 22,549 revenue passengers on the Corporation's routes from New York and Montreal to London and between Baltimore and Bermuda. In the same period 576,624 lb of mail and diplomatic mail were carried on these routes together with 151,571 lb of air freight.

Air Vice-Marshal W. B. Callaway, Divisional Controller of the South-Western Division of the M.C.A., and Captain B. L. Huskisson, R.N. (Retd.), Divisional Controller of the Northern Division, has each taken up his duties at headquarters in Bristol and Liverpool respectively.



A.V-M. W. B.
Callaway.

Minister of Civil Aviation to be in charge of the investigation.



Capt. B. L.
Huskisson.

From March 2nd onwards Trans World Airlines have included a stop at Basra on their weekly New York-Bombay route. These flights are scheduled to leave New York on Tuesdays at 10 a.m. arriving at Basra on Thursdays at 5.45 p.m. The route is via Gander, the Azores, Lisbon, Madrid, Algiers, Tunis, Cairo, Dhahran and Bombay.

Printed time-tables for the Air France summer schedules will be available shortly containing details of connections to Corsica and North Africa and of new services to Milan and Spain. All summer services will connect with Glasgow and Manchester.

Mr. Wayne Parrish in *American Aviation* recently made the interesting observation that the big danger for airlines was the constant growth of bureaucracy. "To-day," he said, "there is one C.A.A. employee for every 5.9 airplanes." The British Ministry of Civil Aviation plan ultimately to employ 11,000 and the British corporations fly approximately 200 aircraft.

Notice to Airmen No. 106 draws attention to the need for strict radio discipline to be observed by other aircraft in the vicinity of machine transmitting distress signals. A summary of the action to be taken by an aircraft intercepting a distress signal, as laid down by the International Telecommunications Union and I.C.A.O., is contained in this Notice.

During the week ended March 13th Pan American delivered over one million air mail letters to overseas destinations. This represents an increase of about 100 per cent over the average weekly load of a year ago. The major portion of this mail was destined to Prague, the aerial gateway to Poland, Russia and the Balkans.

The findings of Dr. Daniel Horn, of the U.S. Air Force Medical Branch, and the recommendation that pilots surviving a serious accident should be grounded for a year, are disputed by the Airline Pilots' Association, whose President, Mr. David Behncke, characterizes the proposal as ridiculous and one which the Association will fight with every power at its disposal.

An Air Safety Board report published recently in Washington states that many accidents were found to be due to faulty engineering which had passed unnoticed by the designers. It recommended 35 structural changes in aircraft to eliminate mechanical failures, and called for standardization of cockpits, installation of emergency exits, use of non-inflammable helium gas, and improvements in fireproofing and firefighting equipment.

FROM THE CLUBS

THE Gloucester Flying Club's Air Display and Garden Party will be held on Saturday, July 3rd.

More than 300 people attended the opening of the Hereford Aero Club at their new premises at the Tudor Café, Commercial Street, Hereford, on March 10th. The Mayor of Hereford, a former member of the R.A.F., was among those present to launch the club. The subscription has been reduced to £1 1s per annum with no entrance fee. Efforts are being made to secure sufficient support for a V.R. Squadron at Hereford airfield and also to form a gliding club to operate at this field. During the summer the club will endeavour to find a method of reducing the tuition costs from the present £3 5s per hour. The parent company, Aircraft Hereford, Ltd., will make charter arrangements to convey parties to the Three Counties Show, to be held in June at Staverton, Glos, and it may be possible to fly race-goers to Hereford race-course, adjacent to the Hereford airfield.

Unfortunately, the Landing Competitions for the Rodman and Pemberton Trophies which the Lancashire Aero Club had arranged for February 28th had to be abandoned on account of very bad visibility on that day; it was therefore arranged to hold them on Easter Sunday, beginning at 2.30 p.m., weather permitting. It was also arranged that the Newbury Eon should be available for demonstration to pilot members. Membership of the club has been increasing very satisfactorily and 15 new flying members have been elected during the last month or so; five aircraft are now serviceable. A. A. Orsi and B. W. Boor both completed their first solo flights on March 14th. Parachutes are now provided for use with the Tiger Moth, and the rate for this aircraft has therefore been raised to £3 2s per hour; the rate for the Austers is £3 per hour. Pilots who do ten hours' flying in their licence year get a reduction for any further flying until the licence expires of 10s per hour. There is also a rate of £4 per day, in which case the member pays for petrol, oil and any other incidental expenses. During the summer it is proposed to organize Sunday morning cross-country flights to neighbouring clubs at Blackpool, Yeadon, Derby and Wolverhampton. Ordinary members may take part as passengers and each aircraft will carry its full load.

The Cowes Aero Club's annual Ball at Newport on March 12th was a well attended and highly successful social event. With improved weather dual and solo flying are again in full swing and the membership is increasing daily.

A dance was held on Easter Saturday at the South Coast Flying Club, which is now endeavouring to extend its social activities to include badminton and deck tennis. Facilities for these games will be available to members at a nominal charge to cover the cost of replacing the equipment. A course of lectures began on March 23rd and will be held every Tuesday, Wednesday and Thursday; the subjects to be covered include general airmanship, elementary meteorology, navigation and theory of flight. There is no charge for admission and interested friends may accompany members to these talks.

On March 18th Mr. A. Townsley, chairman of the City of Portsmouth branch of the Air League of the British Empire welcomed a gathering of supporting donor firms and friends, together with members of the local branch, at the Portsmouth Aero Club. The occasion was to meet the three selected nominees who are to receive Assisted Pilot Training under the scheme organized by the Portsmouth Branch of the League. The names of these nominees are: Mr. T. Randall, Mr. J. L. Barnes and Mr. D. Bambury. After particularly welcoming G/C. W. N. Cumming, a member of the executive committee, the chairman proceeded to give a short history of the formation of the local branch and its activities. It was due, he said, to the suggestion of the local committee that the Assisted Pilot Training Scheme came into being, and Airspeeds, Vospers, and the Portsmouth Aero Club had presented cheques to help start the venture. In thanking these donors the chairman expressed the hope that these three nominees would do justice to themselves and to the scheme, for the support of which a fund was open and contributions to this would be welcomed and acknowledged in the press; these should be sent to the Secretary of the Portsmouth Branch of the League. G/C. Cumming, representing Headquarters, added his congratulations and encouragement to the three nominees and praised the Portsmouth branch for its achievement in encouraging airmindedness.